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WHY JAPAN SHOULD REDUCE HER ARMY.

A SOLDIER'S STRAIGHT TALK TO
THE GENERAL STAFF.

(BY) MAJOR-GENERAL T. KONO (RETIRED),
IN THE "TAIYO SUN."

It is a wonder why the Japanese military authorities cling so much to the maintenance of the 21 Divisions. The writer wishes to comment upon the views held by the Minister of War and a certain General who occupies an important portfolio in the present Cabinet, both of whom disapprove any reduction of the existing 21 Divisions. They say:

(1) "In consequence of the reduction of Japan's relative naval power to a 6-10 ratio, the chances of invasion have proportionately increased, and this makes it all the more necessary to have a sufficiently powerful army."

The ten year naval holiday has been arranged to begin with, so as to further enhance a powerful atmosphere during that period among the nations of the world. Therefore, the naval ratio which has been arrived at is not intended to make any one nation suffer from fear by stripping it of defensive weapons, but to enable all nations to enjoy peace. It would be insulting the Navy too much to say that it can no longer fulfill its duty on account of the reduction. When one takes into consideration the fact that with much concern for an attack by enemy destroyers the military landing at Liaoning was effected at the time of the Russo-Japanese war, it will be quite clear that to-day when aircraft and submarines have attained their present stage of development, tremendous difficulties lie in store against any attempt at disembarking on an enemy shore. In order to successfully repel an attack, it is necessary to have a sufficient force of aircraft and agility for *coup de main*. In case our defensive operation fails on the sea, the next step is for the army to attack the enemy in the act of landing, and for this purpose the railway is most needed. The railway is an essential defensive organ. Therefore, if the naval reduction causes any anxiety it is an impending necessity to improve the railway system and the air force. It is advisable to develop these two agencies even at the stake of a few divisions in order to consolidate the defence of the country.

(2) "Although Russia is economically ruined, she still ranks among the First Class Powers as a military country." When the German Truce Committee was questioned by General Foch at his headquarters as to the cause of the German surrender, financial distress and lack of reserve forces were given as the primary cause of the German defeat. How can the economically ruined Russia rank in the line of foremost military Powers?

(3) "According to the latest report Trotsky is insisting on maintaining an army of not less than 1,300,000 men, the need of which he associates with the Far East." The Russian army, however, is really intended against Poland, Rumania, Southern Turkey and the anti-Bolsheviks within Russia. As regards the reported reference to the Far East Russia does not mean to threaten the border of Japan but to check any further advance of the Japanese troops at the most, if not to expel them from Siberia. Therefore, if Japan withdraws her troops Trotsky will quiet down of himself.

(4) "Ex-Premier Brand stated at the Washington Conference that France could not reduce her army because of the large military force maintained by Russia." This is due to the fact that France must assist Poland. Let me ask if Japan is also under obligation to protect Poland in the same sense as France is?

(5) "Although the present condition of the Siberian Railway does not permit immediate transportation of a large military force from Central Russia, there can be no telling when the international relations may not take such a turn as to enable Russia to concentrate her military power towards the Far East. Especially with the assistance of a third Power, there is a possibility of an early recovery of the line, and a certain Power has already this matter in mind."

Of course, there is no doubt that, with the help of a third Power, the Siberian line will be reinstated. This is exactly what Japan should hope for, as it will undoubtedly bring about the same results as the opening of Tsingtao and the installment of the Shantung Railway by Germany have led to the prosperity of Japanese-Shantung trade. Even if the Siberian Railway is rehabilitated, until the railways in Central Russia shall have been put in working order, a large military force cannot be transported to the Far East within a reasonable time. As to the contention that there is no telling when the international relations may not change so as to enable Russia to direct her military force to the Far East, who can foretell that Russia, China and even Germany may not be Japan's friends, if not allies?

(6) "As the building up of a military organization sufficient for actual war purposes requires 17 years, no opinion should be based upon the existing circumstances."

Let us, however, remember that to develop industry and transportation facilities by reducing the army at once serves as an effective means of national defence. Now is the time for Japan to prepare herself for the post-war economic competition which is about to commence, and they are short-sighted who cannot see this aspect.

(7) "Although China is at present weakened by internal dissension and corruption, the leaders of the South and the North of late unite together on any question between Japan and China. As China has an army of from 1,000,000 to 1,200,000 men, we cannot be off our guard for fear of an emergency. China is not a signatory to the Quadruple Treaty, and

who can tell that she may not create strife through the instigation and the support of a third Power."

Although China has an army of 1,000,000 to 1,200,000 men, its quality is so inferior that there is nothing to be afraid of. All the big Powers have the intention to reduce China to reduce those soldiers, for they do more harm than good to China herself. Regarding the apprehension that a third Power may instigate and support China to create trouble, what the present international interests all the Powers have in China, it is impossible for any country to instigate China out of selfish motives, and the Japanese military staff ought to know very well that any such attempt is foredoomed to failure. Also China would not choose the folly of fighting against Japan through the incitement of a third Power and of having to pay heavily in consequence upon her defeat. China knows how to fight far more effectively than by war, that is by the boycott.

(8) "We cannot tell you why 21 Divisions are necessary, as the explanation involves military secrets, but the people should have confidence in the Authorities."

The people do not want know military secrets, but what with the misjudgment on the tendency of the European War, the failures in supporting Tung Shao vi Senonov, the misinterpretation of the Washington Conference, it is highly impertinent of the authorities to oppose reduction of the army. The people are convinced that the ideas of the Military chiefs are not abreast of the times.

(9) "Japan has to look to the Asiatic Continent for material in times of war. How to utilize the resources of the Asiatic Continent must be left to the sagacious judgment of the people."

The aforementioned remark savors of the implication that as we have no food, we shall occupy the neighbour's kitchen and take his food. This is a non-sensical and cannot be taken in any other way than to be the words of a lunatic. Does not the Minister of the Army deem it necessary to control such irresponsible statements when made by his subordinates? Problems such as those referred to come under the category of national policy and should not be interfered with by military men.

(10) "It is inadvisable to cut down the military force of this country to extremity, merely because Britain and America could organize large forces of army at the time of the European War, for Japan's national power and other circumstances are entirely different from those of these countries."

Of course the integrity of the country must not be made to suffer on account of economy. Nobody thinks of sacrificing the integrity of this own country for education and industry. Militarists further say that if a reduction of the army is made, in addition to the naval curtailment, they will not be able to do anything in case of a foreign invasion. The call for a reduction of the army is not made either for pleasure or for idleness, but is actuated by a sincere desire to enhance the national power of the country, so as to enable it to effectively protect the nation in case of an emergency. In passing, let me ask when will the air force of Japan be able to stand on its own feet?

Briefly, the opinion of the military authorities is based upon the few aims which they see from the bottom of the well, and it is to be regretted that they fail to observe the trend of world affairs from the heights. The ideas of the Military Authorities are far behind the times. Modern war is fought by the united power of the nation as a whole. In a period of scientific war no nation can stand even a day's battle unless the nation cultivates its national power and enlightens the people at large. Reduction of the army is, therefore, a truly enduring means of the country's defence.—*Japan Advertiser*.

PRESIDENT SUN RETURNING TO CANTON.

The latest news of President Sun Yat-sen is that he has returned from Kweichow to Wuchow. According to the *Canton Times* this is due to "an alteration of the programme of war." The paper says that President Sun has probably decided to lead the grand army through Shikwan into Hunan instead of directly from Kweichow. It is added: "The Presidential Military Headquarters will be established in Shikwan in order to facilitate the military movements. The purpose of the returning of the Presidential Party to Canton has been notified to all the civil and military officers of the province by a telegram from Governor Chen on the 10th."

"THE TIMES" AND JAPAN. LEADER ON A CANARD.

With reference to the recent conference of Marshals and Fleet Admirals, of Japan, Mr. Ono, Vice-Minister of War, has issued a statement:—

Despite the fact that on April 1st certain vernacular papers reported that at the recent conference of Marshals and Fleet Admirals the fundamental policy of Japan's national defence was discussed publishing articles in connection therewith as if they were true, the military authorities concerned took no notice of them simply because they were too ridiculous to be reckoned with. In view of the fact, however, that the London *Times* to all appearances harbours misgivings as to the reported policy of Japan's national defence, judging from its remarks in which it criticized Japan severely, we hereby make it plain that the articles in question were absolutely groundless. It is to be greatly regretted that such false and unscrupulous articles should have been taken notice of even by foreign newspapers and have created such apprehensions and misgivings as to Japan's foreign policy.

THE SHANTUNG RAILWAY. CHINA'S DIFFICULT TASK.

A TEST-CASE.

(CHUNG NAI NEWS AGENCY.)

Below is the first report from the special correspondent sent to Shantung for the purpose of investigating conditions there with particular reference to the many rumours which have been circulated in Peking with respect to the outbreaks of banditry and the various conditions dependent upon the transfer of the Japanese holdings to the Chinese Government. The story below is the first of a series which we hope will do much to clear up the misunderstandings now prevalent as to conditions in Shantung: TAINAN, April 15th.

Of the six hundred specially selected Peking police who will replace the present Japanese guards along the Tsinan-Tsingtao Railway, three hundred have already arrived in Tsinanfu and are temporarily quartered in factory buildings some distance out of town. Arrangements are being completed for the transfer of the control of the section of the railroad from Tsinan to Changtun Station and from Changtun to Poshan Station which will be effected on April 10th, the responsibility for the protection of that part of the line being definitely handed over to the Chinese authorities on noon of April 12th. It is also officially announced here that 1,000 troops will be detailed by Governor Tien from the Shantung forces to replace the withdrawing Japanese soldiers, this force being in both the case of Japan and of China in addition to the gendarmes or police. Dr. C. T. Wang is expected to arrive here to-morrow to decide the disposition of these forces and to arrange the permanent headquarters for the railway guards which will be at Poshan.

That the transfer of the responsibility for the protection of the line is fraught with difficulties is readily admitted by both Japanese and Chinese officials. The danger is not only from bandits, running rampant in the province and concentrated in the neighbourhood of the leased territory border, but also from the possible friction between the Japanese and the new guards and also between the Shantung forces, including local police, and the Peking gendarmes. It is felt that the addition to the force policing the line of 1,000 provincial troops is largely theoretical. Shantung soldiers having been so long unpaid that they cannot be trusted, and that the real protection must come from the 600 Peking police. Whether this force is strong enough to cope with the situation is troubling foreigners and particularly the Japanese, for to-day 450 Japanese police in Tsingtao and in the railway zone, and 1,000 soldiers constantly inspecting the line are required. The habit of obstructing the tracks seems to have been acquired and many accidents, one very recently, have occurred because of rocks placed on the rails. The threat implied in the presence of the Japanese soldiers and of the garrison at Tsingtao has been effective in keeping bandits from the railway zone so far, and it is feared in foreign circles that with the withdrawal of these forces banditry may become more active along the Tsinan-Tsingtao line.

Friction between the new police and the local guards, as stated above, is also a potential danger which makes the task being undertaken by China very difficult. Shantung desired provincial protection and the people rather resent the importation of Peking guards. The Japanese report that they fear trouble between the police and their own nationals, instances of such friction having already been communicated to the Japanese officials in Tsinan, caused by the attitude on the part of the Chinese that they now own the railroad and the Japanese have no further rights. It is felt that the decisions arrived at in Washington will be carried out in the face of difficulties little appreciated by the negotiators of the Sino-Japanese treaty, unfamiliar with existing conditions in Shantung, and that the situation is really very critical. Japanese authorities hope that the transfer of authority will be carried out smoothly, in order that the way may be clear for the future negotiations in regard to the evacuation of Tsingtao itself and are consequently making every effort to minimize the possible causes of trouble. Japanese citizens in the railway zone being instructed to maintain a friendly attitude toward the Chinese troops and co-operate with them in every possible way for the sake of the peaceful settlement of the Shantung question and the friendly relations of the two countries.

The Chinese officials while recognizing the difficulties attendant upon the supervision of a railroad in such a bandit-infested province, are confident that they can afford the protection to the line and to foreigners along the line which is expected of them. Opinion in well informed American circles in Tsinan is that China, appreciating the fact that this is a test before the eyes of the world of her ability to maintain peace and order, will make every effort to fully protect the railway and particularly all foreign interests.

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(Ed.) T. W. HILL, Lieut.
O.C. Scottish Company, H.V.D.C.
Hongkong, April 18th, 1923.

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ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each, (as announced in May and June of last year) provided that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised column at the ordinary rates.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxell, Bielez, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—Advz. [103]

THE CLUB LUSITANO. NEW BUILDING ALMOST COMPLETED.

The Portuguese community in Hong Kong will be celebrating, next month, the completion of their big scheme to provide a new club premises. The scaffolding near the foot of Lee House Street is down and the new premises of the Club Lusitano are revealed to view. They will be a notable addition to the central buildings of Victoria, although not on one of the principal traffic ways. The new building has a frontage of four stories to Duddell Street and of three stories to Lee House Street, in which thoroughfare is the entrance to the Club. The premises have a frontage of 90 feet and a depth of a little over 60 feet. The ground floor in Duddell Street has been let to the Sino-Scandinavian Bank. Of classical design, the Lee House Street frontage has bold, massive columns from the first floor level up to the main cornice, supporting, above the second floor verandah, the entrance is imposing, with pillars supporting a pediment beneath which appears in bold lettering the inscription "Club Lusitano." Projecting pediments and columns in the end bays of the first floor afford a pleasing break in the line of frontage. Domes with flag staffs at either end of the roof are not visible from the street but give the building a handsome appearance when seen from a distance. In Hongkong, of course, there are always two architectural aspects to be considered: the street view and the view from neighbouring summits and hillsides.

Ascending the granite steps at the entrance, the visitor enters a handsome lobby and passes through very handsomely designed swing doors, fitted with bevelled glass, into the hall of the Club. On the right is a billiard room, with two tables, and behind that the bar. On the left is a smaller billiard room, and beyond that the secretary's office; behind is lavatory accommodation on the flush system. The bar is quite a handsome apartment with a long counter running from end to end, with ample room for the staff and every convenience for quick service. The feature of the room is the beautifully designed wainscoted settee, and overmantel at the far end. The mantels throughout the Club, like the mouldings and many other enrichments, have been designed by Mr. A. G. Hewitt, Lieut. R. E. A., under whose superintendence the building has been erected. The original sketch plans, by the way, were the work of the late Mr. F. Endell Rosser.

The building is of reinforced concrete and the five staircases are of concrete, cased with oak. On the first floor are a card-room, reading-room and library, fitted with new, glass-fronted book-cases, dining-room, ladies' cloak-room and servants' quarters. The principal apartment on the top floor is a ball-room, 70 feet long by 27 feet wide. This is a well-proportioned and handsome room with coiled ceiling, supported from steel trusses and steel lathing. This arched ceiling greatly enhances the appearance of the room. Three handsome doorways on either side, giving on to verandahs and corridors, lend a sense of dignity and importance, and a lovely chandelier, apparently of old Venetian glass, which has been brought from the old club premises, gives this fine room a final touch of grace. It may be prophesied that the ball-room will be a favourite addition to the dancing accommodation of the Colony. At either end are alcoves and one of the verandahs is dominated by the steep, palm-clad slope of Lee House Street which, on a starry night, will give the note of romance. The idea of a permanent stage at one end of the ball-room has been abandoned in order not to limit the dancing area. It will be easy to fit up a temporary stage when required. Dressing room accommodation is provided on either side of the stage.

The building certainly does credit to the Committee of the Club and to Mr. Hewitt, who has evidently spared no pains to adorn and enrich a fine design. It is noteworthy that the Portuguese community has been able to carry out this scheme, which will involve a cost in the neighbourhood of \$300,000, without recourse to any general appeal. Since the old premises in Shelley Street were sold, the Club has found temporary accommodation in a four-storied "domestic tenement" at the Kents Ordinance would say—its Chinese Road. H. E. the Governor of Macao laid the foundation stone of the new building in December, 1920, in the presence of H. E. the Governor, Sir R. E. Stubbs, and it is hoped that both gentlemen will be present again, next month, when the Club formally takes up its residence in its new home.

NO "HONOUR AMONG THIEVES."

HOW A GAOLBIRD SWINDLED A FELLOW-PRISONER.

The principle of "honour among thieves" was not observed by Daniel David Jones, formerly a clerk in the Far Eastern Acetylene Company, who appeared before Mr. R. E. Lindell, yesterday afternoon, on a charge of fraud. The man recently came out of Victoria Gaol and he turned a friendship with a fellow-prisoner to account in order to rob the prisoner's wife, on a pretext of getting money to her husband to ease the hardness of his lot in prison. For some reason, the man did not go to the wife direct but approached a school boy and told him to send a girl to the prisoner's wife to collect \$20.

Charles Vargemall, a school boy, living at 38, Elgin Street, said that the defendant came to him with a message from a man at present in Victoria Gaol, named Santra, whom he knew, to the effect that he wanted twenty or thirty dollars, to bribe the cook at the Gaol to serve better food. Defendant said that Santra suggested that he (the schoolboy) should get the money from his wife, through a girl. The transaction was brought about and the schoolboy asked for Santra's receipt. This was promised for next day, but the defendant never returned.

Santra's wife, a Chinese woman, said she gave \$20 to a Chinese girl to hand to the schoolboy. She afterwards wrote to her husband asking him if he had received the money. Receipt of this letter led the prisoner to communicate with the Governor of the Gaol and these proceedings were set on foot.

The prisoner, Aboni Santra, was the next witness. He said the defendant was a prisoner when he began to serve his sentence. He had known the man for a long time. He told the defendant, when the latter was released, that he could tell any friend that he (witness) was all right; he also mentioned his wife's address but he did not authorise defendant to collect any money from her or from anybody. Nor did he say anything about bribing the Gaol cook.

The defendant, in the witness-box, said that, in the Gaol, Santra asked him, as a favour, to go to 38, Elgin Street, and tell "Charlie" to tell his wife that he was all right. He did this, but he did not ask the boy for any money.

In reply to the Magistrate, defendant said he could suggest no reason why this allegation should be made against him.

The Magistrate said he was only one previous conviction against the defendant, but he had been known to the police for many years.

The Magistrate said this is a mean and detestable action—swindling your own friend. Six months' imprisonment.

AN ARMS CASE.

DISPUTED OWNERSHIP.

A Chinese was charged before Mr. Lindell yesterday, with the unlawful possession of a revolver and 355 rounds of ammunition without a permit. The defendant had come from Canada by the *Empress of Russia*.

Evidence was given by a boatman, who said that his sampan was engaged by the defendant, who gave him the brass bag to take ashore. When a constable opened the bag and found the contraband, the boatman took him on board the *Empress of Russia* and pointed out the defendant. The defendant at first admitted that the bag was his, but later, denied ownership.

Mr. A. E. Hall, who represented the defendant, said that his client denied that the bag was his property, or that he had ever engaged the boat to take it ashore.

A fellow passenger was produced to testify that the bag belonged to another Chinese passenger and not to the defendant.

SPEEDING.

"JUST HAD TIME TO TAKE THE NUMBER."

Inspector Cushman charged Emmanuel Henri at the Magistracy, yesterday, before Mr. Lindell, with having driven motor-car No. 473 at an excessive speed and to the danger of the public on April 3rd.

Defendant said that the corner was a very bad one, and no driver could have gone fast there without disaster.

Inspector Cushman estimated the defendant's speed at 30 miles an hour. Walking along Breezy Path opposite the Netherdale Hospital he heard a car pass behind him on Békham Road. The noise the car was making gave him the impression that it was going very fast, and he turned round and just had time to take the number as it rounded the bend. There were five or six European children coming down the hill and he had to run several paces for "all he was worth" to stop them. He thought that had the children crossed the road in front of the car, it would have been impossible for the defendant to pull up.

Defendant said that he was not going faster than 10 miles an hour.

The Magistrate said that is exceeding the limit in a 10-mile area.

Inspector Garrod said that the defendant had hitherto had a clear record. A fine of \$10 was imposed.

AT A GOVERNMENT HOUSE BANQUET.

TROUBLE OVER THE DIVISION OF CLOAK-ROOM TIPS.

The end of the story was heard, yesterday, of the gambling party in the servants' quarters at Government House, of the chimney fire that interrupted the proceedings, the constable who was "on the carpet" in relation thereto, and the assault that he made on the sergeant who put him on the report.

At the first hearing, the Magistrate (Mr. R. E. Lindell) suggested that the sergeant seemed to be very unpopular with his men. Mr. P. P. J. Wodchouse (Deputy Superintendent of Police) mentioned, in regard to this, that the police at Government House had been doing their duty so badly that the Captain Superintendent had directed the European officer on patrol to look them up frequently and had also instructed the Chinese sergeant at Government House to "hustle them a bit." That accounted, Mr. Wodchouse said, for the constable's complaints that they had been reported for minor irregularities.

Mr. J. W. Deakin, custodian of Government House, said that the constables' conduct, recently, had not been satisfactory. On the night of the fire the A.D.C. was calling for a *lukong* for ten minutes without getting one.

Constable 301, giving evidence on his own behalf in reply to the charge of assaulting the sergeant, politely demurred when the Magistrate desired to hear his story of the events of Saturday night, April 8th. "This affair began on Thursday night, April 8th," he said. "There was a banquet to the Prince of Wales that night."

Affairs of that kind cause heartburnings in social circles and they have a reflex action, apparently, in humbler spheres. The constable explained that that night the guests left the not-extravagant sum of \$3.60 in cloak-room tips. The sergeant had left a "chit" telling the constables to be on duty by 8.30 p.m. but had not come himself until 10.30 p.m. (301) decided that his superior officer was not, therefore, entitled to share in the \$3.60 and refused to give him any of it. Next morning, 301 heard the sergeant utter dark threats about himself, that he had "better be careful," and so on. As to the call for aid when the fire broke out, the constable said the sergeant addressed the crowd of gamblers generally. "I was off duty," added the constable, "and I did not think he meant me." Regarding the fight between himself and the sergeant the next morning, the constable asked the Magistrate to believe that the incident arose accidentally. He charged to bump into the sergeant, who then abused and struck him. He did not even know he had been reported to the Captain Superintendent of Police.

The Magistrate: Then but for this fight you would have been absent from "orderly room" that morning. A fine of \$50 was imposed.

SINO-FOREIGN COMPANIES IN CHINA.

NANKING CHAMBER'S MEMORIAL TO PEKING.

The Chinese Chamber of Commerce of Nanking has sent in an interesting memorial to the government concerning the formation of Sino-foreign companies in China. The despatch says that in view of the denial of Mr. Lu Chung-yu, director-general of the Lung-Yen iron mines, the company is a pure Chinese institution without Japanese capital in it, it is an open secret that the said iron mining corporation was organized in the fourth year of the republic by Mr. Tsao Ju-lin, former Minister of Communications and Minister of Finance and Mr. Lu Chung-yu, former Minister to Japan, with Sino-Japanese capital and that there is no sufficient reason why this fact of Sino-Japanese co-operation in the development of Chinese industries should be hidden from the general public because there is no danger to either China or Japan to forbid Chinese-Japanese co-operation in the promotion of any legitimate business, though there is practically no Sino-Japanese concern in Japan, while there are scores in this country. Hence, the memorialists suggest that some regulations and rules should be promulgated by the Central Government making it compulsory for every and all Sino-foreign concerns in China to state clearly and unmistakably their real nationality and standing so as not to mislead the Chinese in their legitimate business relations with these companies. On the other hand, the memorialists say that for the sake of national prestige and honour in the Far East, British, French, German, American and Japanese governments should instruct their nationals in this country to state clearly when they co-operate with Chinese in the organization of any lawful company or corporation for commercial purposes instead of hiding the fact from the general public.

Further, the Chinese Chamber of Commerce in Nanking reports that owing to the uncertain nationality of the newly-formed Sino-Italian bank, Mr. Lu Tiao-yuan, former Civil Governor of Hupeh, who is the principal shareholder of the said bank, could not obtain the lease of a certain building within the British Concession of Hankow some time ago, simply because the British authorities did not know to what nationality the bank really belongs and Mr. Lu was forced to borrow the temporary house of the Hupeh Agricultural and Commercial Bank in Hankow.—*Asiatic News Agency.*

SPORT.

LAWN TENNIS.

YESTERDAY'S MATCH.

In anticipation of a very keen struggle, a large crowd assembled at the Stand Court yesterday afternoon to witness one of the semi-final matches of the Open Doubles Championship, but the crowd were disappointed and the match provided but poor tennis in comparison with the big open doubles match of last week.

The players in this match were Messrs. F. A. Redmond and G. R. Sayer and Messrs. Ng Sze Kwong and W. Lock Wei. The last named couple won easily. They were not pressed throughout the match, with the exception of the last set, when Sayer and Redmond won the first four games. After that the two Chinese asserted themselves and won the next six games which gave them the set and the match. The result was three sets to love.

Of the four players, Ng Sze Kwong was predominant throughout the match and his play was perhaps the only pleasing feature. His partner was erratic and did not play nearly so well as he did against Rumjahn and Ismail. Redmond and Sayer were not in their usual form. Both players have shown up well in match play this season. Towards the end of the last set Sayer double faulted twice and this cost the English players the match. The match was soon over; a little more than three-quarters of an hour was all that was required to play it out.

The scores were—8-4, 8-2, 6-4. There were no other tournament matches on the Courts yesterday.

TO-DAY'S MATCHES.

Open Championship Singles.—S. A. Rumjahn v. M. W. Lo. Club Championship.—Capt. P. H. Davies v. Lieut. A. S. Lindell. Handicap Doubles.—R. M. Smith and F. A. Dinsdale v. R. K. and D. J. Valentine; A. Brearley and H. E. Smith v. L. Nelson and Capt. K. Tomory.

FATAL LANDSLIDE AT MAU TAU-KOK.

TWO MEN BURIED AND ONE INJURED.

A serious landslide occurred at No. 7 Quarry, Mau Tau-kok, on Monday afternoon, several hundred tons of rock being displaced. It is feared that two of quarrymen have been buried in the debris, but up to the present their bodies have not been traced. Another coolie was injured by falling rock whilst a number of others had very narrow escapes.

It appears that blasting operations had been carried out at noon in the quarry and the workmen were busy during the afternoon, clearing away the resulting fall of earth and rock. About four o'clock, without any warning, there was a very heavy landslide which commenced from the spot where the blasting had taken place. Huge rocks, some of which are estimated at 100 tons weight, rolled down the facing and nearly trapped those working at the bottom of the quarry but they fortunately managed to escape. Two men working on the face of the rock disappeared under the falling mass. Another coolie working at the bottom could not get away in time and was pinned by a piece of rock.

A rescue party was formed immediately. The injured man was relieved with difficulty and sent to the Kwong Wah hospital, but the bodies of the two buried men have not been recovered owing to the immense quantity of rock which fell. Blasting operations will have to be carried out before this can be accomplished.

The two unfortunate men are said to be brothers of the name of Fung. Both came to Kowloon recently from the Sha U Ching district. The quarry is rented by Kiu Kee and sub-let to one Tsang Tan.

COMPANY REPORTS.

HONGKONG ELECTRIC CO., LTD.

The report of the Board of Directors, states:—Your Directors have pleasure in submitting the accompanying statement of the Company's accounts for the year ended 28th February, 1932.

The balance at credit of profit and loss account available for appropriation, after allowing for depreciation is \$732,710.40 and your Directors recommend that this be disposed of as follows:—

To pay a Dividend of \$1.50 per share on 230,120 shares.	\$345,180.00
To place to Reserve	250,000.00
To carry forward to next Account	124,021.40
	\$732,710.40

Directors.—In accordance with the Articles of Association, Hon. Sir C. P. Chater, C.M.G., and Hon. Mr. Lau Chu Pak retire, but being eligible, offer themselves for re-election.

Auditor.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who retires, but offers himself for re-election.

Hongkong, 12th April, 1932.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

At the meeting of shareholders to be held on the 26th inst. the Consulting Committee and General Managers will recommend viz:—

A dividend of 80 cents per share	\$100,000.00
To place to Reserve Fund	300,000.00
To place to Bad and Doubtful Debts Account	10,000.00
To pay a Bonus to Staff	2,831.50
To carry forward	9,678.12
	\$422,509.62

Walk-Over LANE, CRAWFORD, LTD.

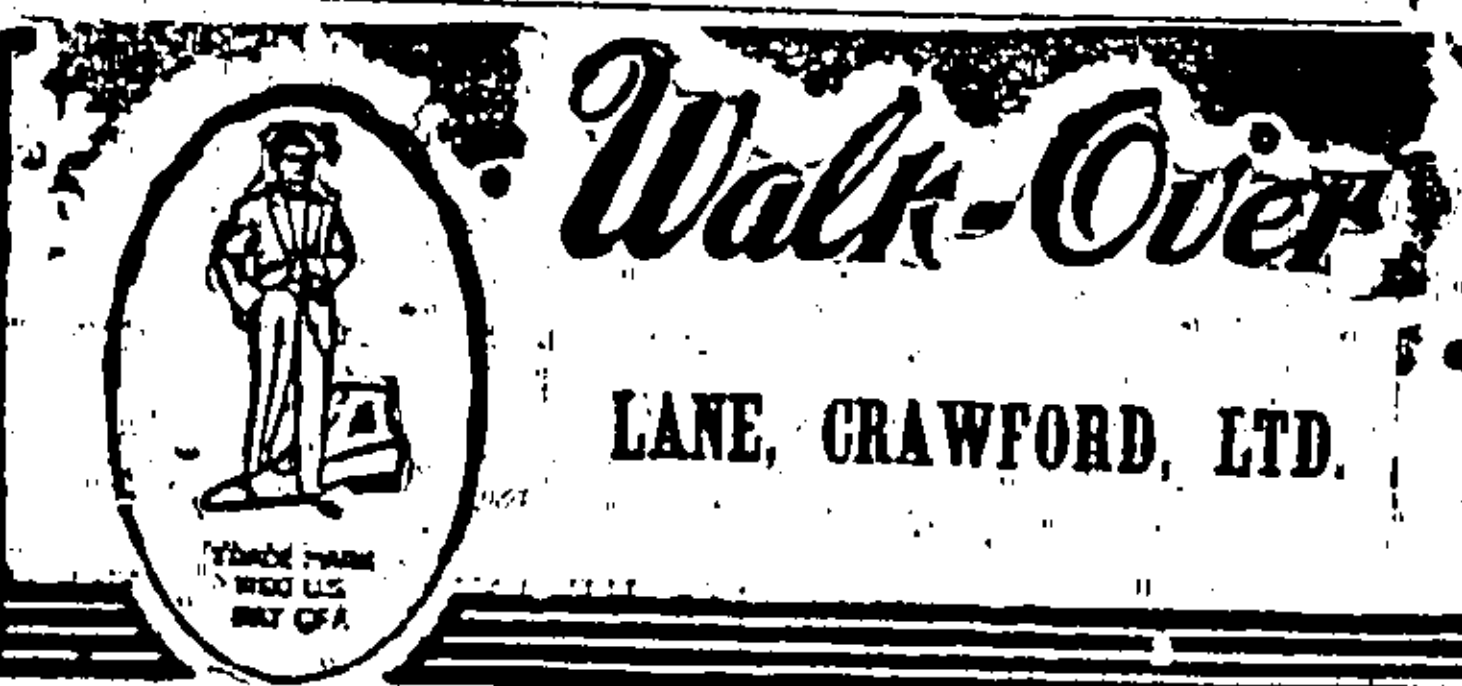


A NEW VERSION IN MEN'S STYLE.

There are Men of Slight Build who will not wear Bulky Square-Toed Shoes all the Time. They seek compromise.

This Mode is not Dandified. It is the Correct Style, and Favoured by Many.

IN BLACK, BROWN, & WHITE.



DICK'S PATENT.

UNIVERSAL PACKING

STEAM & HYDRAULIC

SOLE AGENTS:

LANE, CRAWFORD, LTD.

Tel. 1741.

HONGKONG.

NEW RECORDS

TEA CUP GIRL

CHO CHO SAN

LEAVE ME WITH A SMILE

HOW MANY TIMES

JUNE MOON

APRIL SHOWERS ETC.

AT

ANDERSON'S

Powell

TELEPHONE 3146

Just Arrived

"PHOENIX"

SILK SOCKS.

"Phoenix" stands for all that is best in Gentlemen's Hosiery, the wearer being assured of the best possible value. They have re-inforced TOES, HEELS and FEET.

ALL-SIZES ALL-COLOURS.



CASHMERE in Black, White and a large variety of fancy colours and designs.

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB
SPECIAL CADDIES will be available at PAXLING on SUNDAY, 23rd April. Fee 70 cents including Railway fare. [874]

NOTICE

MAY HALL ANNUAL DINNER on SATURDAY, the 25th April, 8 p.m. Old residents intending to join please notify the undersigned.
G. GEED WONG.
[876]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 8, Consulate Road, on WEDNESDAY, the 26th April, 1922, at 11.15 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1921, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, 20th April, 1922, until WEDNESDAY, the 26th April, 1922, both days inclusive.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 18th April, 1922. [870]

EXHIBITION OF OIL PAINTING OF JAVA SCENERY

LEONID GECHTOFF.

RUSSIAN ARTIST.

POWELL'S WINDOW.

FOR 3 DAYS ONLY. [873]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS

THE S.S. "CARNARVONSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Company, Limited, delivery may be obtained.

Goods not cleared by the 24th April, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas on 24th April, 1922, at 10 a.m.

Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 18th April, 1922. [869]

KONINKL IJKE PAKETVAART

MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM BELAWAN DELI, PENANG & SINGAPORE.

THE Steamship

"VAN OVERSTRATEN"

having arrived from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Company, Limited, delivery may be obtained.

Goods not cleared by the 24th April, 1922, will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will be effected by the undersigned in any case whatever.

No Fire Insurance will be countersigned by JAVO-CHINA-JAPAN LINE.
Agents.
Hongkong, 17th April, 1922. [868]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk, and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 18th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 24th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th May, or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the Godowns, which will entail delay in the return of subsequent cargo.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th April, 1922. [871]

NEW ADVERTISEMENTS

HONGKONG AUTOMOBILE ASSOCIATION.

MEMBERS are reminded that the series of LECTURES on Motor Car Construction to be given by Mr. C. D. LAMBERT commences at 8.30, this evening. For tickets apply to the undersigned.

P. M. ODGSON, Hon. Secretary. [877]

CHINESE GOVERNMENT RAILWAYS.

CANTON-KOWLOON LINE.

(CHINESE SECTION).

WITH the approval of the Ministry of Communications, suppliers of Portland Cement are hereby invited to submit sealed tenders in duplicate, which should be clearly marked "TENDER FOR PORTLAND CEMENT" and addressed to the Managing Director, Canton-Kowloon Railway, Chinese Section, Canton, to the Railway Head Office, not later than 11 o'clock in the forenoon of MONDAY, the 8th day of May, 1922, for the supply of Portland Cement for a period of one year from 1st June, 1922, to 31st May, 1923.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$100, which will be refunded on the submission of a bona fide tender.

Tender must be made in the form at the foot of the Specification, which must be returned undetached.

The successful tenderer will be required to sign a formal contract and to furnish a Bank Guarantee of 10 per cent of the value of the contract for the due and proper performance of the terms of such contract.

A sample bag or barrel of the cement to be supplied under the contract, and which must conform to the British or American Standard Specification for Portland Cement, must be forwarded by the tenderer at the time of tendering.

The Railway does not bind itself to accept the lowest or any tender.

The Head Office, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, 18th April, 1922. [872]

THE ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG will be held on FRIDAY, April 21st, 1922, at 4 p.m. precisely, in the OLD CHAMBER ROOM, CITY HALL, for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1921.
2. To elect a N.W. Committee.
3. To transact any general business.

By Order, D. K. BLAIR, Secretary.
Hongkong, 8th April, 1922. [793]

CHINESE GOVERNMENT RAILWAYS.

CANTON-KOWLOON LINE.

(CHINESE SECTION).

WITH the approval of the Ministry of Communications, suppliers of track sleepers and bridge and crossing timbers are hereby invited to submit sealed tenders in duplicate, which should be clearly marked "TENDERS FOR SLEEPERS" and addressed to the Managing Director, Canton-Kowloon Railway, Chinese Section, Canton, to the Railway Head Office not later than 11 o'clock in the forenoon of TUESDAY, the 20th day of May, 1922.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$100, which will be refunded on the submission of a bona fide tender.

Tender must be made in the form at the foot of the Specification, which must be returned undetached.

The successful tenderer will be required to sign a formal contract and to furnish a Bank Guarantee of 10 per cent of the value of the contract for the due and proper performance of the terms of such contract.

The Railway does not bind itself to accept the lowest or any tender.

The Head Office, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, 18th April, 1922. [868]

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent, on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements namely:

- Government Notifications.
- Municipal Notifications.
- Official Notifications.
- Legal Notifications.
- Company Notifications.
- Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

HONGKONG DAILY PRESS.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, HONGKONG.

Chairman of Board of Directors

MA WONG SHIU HAM

Chief Manager... Mr. L. B. HOLMES

Asst. Manager... Mr. K. T. WONG

Hongkong Manager Mr. I. P. ALLEN

Foreign exchange and General Bank business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent, 4 per cent, and 5 per cent, per annum, respectively.

L. N. HOLMUM

Hongkong October 2nd, 1920.

INTIMATIONS

BRUNNER, MOND & CO. (CHINA), LTD.

DURING my absence on leave and until further notice Mr. R. C. B. HOKEY will be in charge of the Company's interests in South China.

G. F. HASLAM, Divisional Manager.
Hongkong, 15th April, 1922. [865]

NOTICE OF REMOVAL.

WE beg to announce the REMOVAL of our Office to No. 2, QUEEN'S ROAD CENTRAL on the 18th April.

THE BANK OF CANTON, LTD.
Hongkong, 17th April, 1922. [866]

TAIKOO CLUB DEBATING SOCIETY.

Scott's Last Expedition.

AN illustrated lantern lecture by Capt. E. R. G. EVANS, C.B., D.S.O., R.N., will be given in TAIKOO CLUB on WEDNESDAY, the 19th April, at 8.45 p.m. Admission: Balcony (reserved) \$2.00, Area (reserved) \$1.00, Area (unreserved) 50c.

Tickets may be had at the door, or booked by Telephone to TAIKOO DOCKYARD GENERAL OFFICE. Proceeds of Lecture will be given to Naval Benefits. [864]

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

THE FIFTH ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on TUESDAY, 25th day of April, 1922, at 5.15 p.m., for the following purposes:

- (1) To receive the Report of the Committee and Statement of Accounts to 31st December 1921.
- (2) To elect the Officers and Committee for the ensuing year.
- (3) To transact any other business.

By Order of the Committee, R. STOCK, Hon. Secretary.
Hongkong, April 12th, 1922. [438]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Building, on SATURDAY, 22nd April, 1922, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February 1922, and electing Directors and Auditor. The Transfer Books of the Company will be CLOSED from the 15th to the 22nd April, 1922, both days inclusive.

By order of the Board of Directors, GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 5th April, 1922. [794]

NOTICE.

NATIONAL LOANS OF THE THIRD YEAR OF THE REPUBLIC (1914) AND OF THE FOURTH YEAR OF THE REPUBLIC (1915)

WITH reference to the Notice issued to the Press by the undersigned under date 23rd March, 1922, in which was published a list of the schedule numbers of those \$10,000 Bonds and \$1,000 Bonds of the above Loans for the interest and redemption of which the Inspector General of Customs is responsible, the public is hereby notified that, owing to an error on the part of the Ministry of Finance, three numbers were omitted from that list, namely:

4TH YEAR LOAN: \$1,000 BONDS: NOS. 2231, 2232, 2233.

and that these three Bonds are redeemable, and interest coupons which they bear payable, from the funds under the administration of the Inspector General of Customs.

F. A. AGLEN, Inspector General of Customs, Peking, 5th April, 1922. [866]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

Action No. of 1922.

IN THE GOODS OF LEUNG KUN alias LEUNG PING KUN alias LEUNG YUET WA late of No. 26, Praya East Victoria in the Colony of Hongkong Lime Manufacturer deceased.

Between LAM LEUNG SHI alias LEUNG CHI NGOI Plaintiff and LEUNG WA HANG and LEUNG LUNG WA Defendants.

NOTICE IS HEREBY GIVEN that on the 11th day of April, 1922, Mr. JOHN HENNESSEY SETH of Victoria in the Colony of Hongkong Accountant was appointed administrator pendente lite of the estate and effects of LEUNG KUN alias LEUNG PING KUN alias LEUNG YUET WA late of No. 26, Praya East, Victoria, in the Colony of Hongkong Lime Manufacturer deceased, the owner of the Wai San firm, and that no person except the said JOHN HENNESSEY SETH or persons authorised by him is empowered to sell or otherwise to deal with any part of the assets of the said deceased or the said firm including the lime made in the Wai San Factory in Ping Chau.

Dated this 11th day of April, 1922. GEO. K. HALL BRUTON & CO., Solicitors for the Plaintiff. [840]

INTIMATION

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

Having Arisen

You may contemplate and enjoy a most refreshing and luxurious bath

By Using

WATSON'S

Household AMMONIA

OR

WATSON'S TURKISH BATH SALTS.

A. S. WATSON & CO. LTD.

The Hongkong Dispensary.

ESTABLISHED 1841.

DEATH.

URGENT.—At the Government Civil Hospital, DONALD UQUHART (DAN), late Chinese Maritime Customs, on the 18th April, 1922. Funeral cortege will pass the Monument at 5 p.m. to-day (Wednesday). [878]

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 19TH, 1922.

A POLITICAL BOMBSHELL.

THE revelations of German duplicity during the war, left all the world wondering whether it would be possible for the present generation of mankind to ever again place any confidence in the honesty and good faith of a German Government. But under the changed political conditions in Germany since the war, and in view of what Germany has been doing to discharge the onerous conditions of the peace imposed by the Treaty of Versailles, confidence was being born anew. Experience in the past few years has taught us all to realise more vividly than ever before the interdependence of nations and to recognise that the early rehabilitation of Germany, and Russia also, is necessary to the economic recovery and general welfare of the whole continent of Europe.

Mr. LLOYD GEORGE, the British Prime Minister, has specially distinguished himself among the world's statesmen in efforts to promote a new faith in German honesty, and the fact that it was possible to convene an economic conference of the nations of the world at Genoa, at which thirty-five nations, including Russia and Germany, are represented, constituted a triumph of diplomacy and tact which seemed well calculated to redound to the everlasting glory of the statesmen who promoted the Conference. But just as the delegates are settling down at Genoa to their labours the world is startled by a political bombshell in the form of an announcement that Germany and Russia have signed a Treaty re-establishing diplomatic relations, and mutually cancelling claims to indemnities incurred during the war and since. We can well understand that "indignation was general" when this news reached the delegates assembled at Genoa, for it can only be described, as the French delegate described it, as an act of duplicity. These negotiations must have been in progress while the arrangements were being made for holding the

Conference at Genoa, and the long stay of the Russian delegates at Berlin on their way to Genoa is thus explained. Both the German and Russian Governments must have realised how greatly this action, at the present time, would embarrass the statesmen who planned the Conference at Genoa in the interests of Germany and Russia as much as in their own, and explanations are due from both countries as to why they chose to strictly guard their secret until the Conference had met. The Allied Powers have now to consider whether it is possible to proceed with the Conference on the basis of the Cannes resolutions. A fundamental condition of the Conference was that its decisions should not conflict with the provisions of the Treaties of Peace and that it should deal with economic and not political questions, and further that the nations, in the first place, agree not to repudiate debts notwithstanding a change of Government; secondly, that no country wage war on another's institutions; thirdly, that no nation engage in aggressive operations against another's territory; and fourthly, equal justice for foreigners in courts of law. Possibly, Germany and Russia will argue that the Treaty they have made does not infringe any of these resolutions; and possibly, on the face of the agreement, this may be a perfectly valid argument.

But that Germany should have entered into a Treaty with Russia re-establishing diplomatic relations takes the entire world by surprise, and leaves everybody wondering what, if any, further developments are intended. It has been the great object of Mr. LLOYD GEORGE's diplomacy to save Germany from being driven into the arms of Russia, of whose pacific intentions under her present leaders the world is far from being convinced. The Treaty goes to confirm all the worst fears of France, regarding German duplicity, and it is practically certain that if this does not entirely wreck the Conference at Genoa, it is, at least, likely to split the delegates into international groups, and make a common agreement extremely difficult if not impossible of accomplishment. Until, however, the Committee of Jurists announce the result of their examination of the Treaty in its relation to the Treaty of Versailles, and until the British and French Governments have considered what attitude they will adopt at Genoa in view of the changed aspect of the political situation of Europe which this Treaty discloses, there is little more to be said than that this evidence of bad faith manifestly aggravates the difficulties of European statesmen who have been striving to repair the devastating effects of the war upon the economic structure of Europe and the world generally by seeking a common agreement on all economic questions.

Captain Briscoe, U.S.A., and a Filipino Scout soldier were burned to death and 84 Scout soldiers injured while fighting a forest fire in Baguio on the 8th and 9th inst.

The total output of the Kailan Mining Administration's mines for the week ending 1st April, amounted to 95,025 tons, and the sales during the period to 46,314 tons.

In the five days ended April 17th, eleven cases of plague were reported, all but one in the City of Victoria. Three were fatal. Two cases of small-pox (both fatal) occurred in the same period. One case of enteric fever and one of paratyphoid fever were also reported.

A cook at No. 832, Wanchai Road, has reported that at 1 p.m. on Easter Monday a man called at the house during his master's absence. Later in the day the man, accompanied by an accomplice, called again. They forced their way into the house, threatened the cook's life and maltreated him. They then searched the premises and stole a pair of bangles, a gold ring and a roll of 50-cent pieces.

At St. John's Cathedral yesterday, Mr. Fred. Normington, of the Hongkong Electric Co., Ltd., and only son of Mrs. and the late Mr. George Normington, of Bradford (Yorkshire) was married to Miss Elizabeth B. C. Gray, elder daughter of Mrs. and the late Mr. Robert Gray, of Kirkcaldy, Scotland. The Cathedral Chaplain (the Rev. H. Copley Moyle) was the officiating clergyman. The bride was attended by Miss Edna Normington, Miss Christine Allison, Miss Irene Deacon, and Miss Jean Duckworth as bridesmaids. Mr. E. Moore, of Taikoo, was best man. The bride wore a dress of white tulle and charmeuse veiled with white silk net, with wreath of myrtle, white heather and orange blossom.

Mr. Loran, the Chief Officer of the s.s. *Plarosa*, at present lying in dry dock, reports that between noon and 4 p.m. on Easter Monday, some person entered his cabin, through the porthole, forced open a drawer, and stole from a cash-box six guineas and \$80 in Hongkong notes.

The Officers and Men of the China Submarine Flotilla thank very much all those in Hongkong and Kowloon who assisted in making the Charity Ball for the H.M. Submarine Disaster Fund such a great success. There were those who helped with donations, those who bought or sold tickets, those who assisted with the advertising, those who lent gear, from a Prince's Pavilion to a garden seat, and those who gave advice. The financial result of the accumulated help will be published as soon as all the accounts are in.

Mr. C. H. de Bunsen, who has been acting British Vice-Consul at Osaka for some months has been transferred to Manila. During the year that Mr. de Bunsen has been at Osaka, says the *Japan Chronicle*, he has distinguished himself by the energy with which he has undertaken many dreary and often thankless tasks. He worked specially hard in connection with a number of claims arising out of the slump. His departure will be regretted by all who came in contact with him, either socially or on Consular business.

A charge of unlawful possession of three bottles of whisky, five bottles of peppermint and several tins of Capstan cigarettes on which duty had not been paid, was preferred against an Indian before Mr. Lindsell, at the Magistracy, yesterday. The defendant said that he had brought the goods from Canton where he worked as a watchman, and intended taking them with him when he left for India on leave in a couple of days' time. A Revenue Officer said that the defendant carried the liquor and cigarettes wrapped up in a large towel. The Magistrate imposed a fine of \$75 for the liquor and \$8 for the cigarettes, and ordered the confiscation of the contraband.

THE MUI TSAI CHARTER OF LIBERTY.

A GOVERNMENT PROCLAMATION.

The following is an official translation from the Chinese of a proclamation issued by the Governor under instructions from His Majesty's Government:

Slavery is not allowed to exist in the British Empire, and therefore it must be understood that *mui-tai* are not the property of their employers.

Those of them who wish to leave their employers and who have reached years of discretion must be allowed to apply to the Secretary for Chinese Affairs, who will consider their cases. Girls are warned that they must not leave their present homes until they have some employment to go to, for fear that they should fall into the hands of procurers.

Masters and mistresses are specially warned against any attempt to prevent *mui-tai* from seeing the Secretary for Chinese Affairs.

THE LATE SIR HENRY MAY.

A TRIBUTE.

"One Who Knew Him" pays a tribute to the late Sir Henry May in the *Royal Colonial Institute Journal*. Sir Henry, he says, played an eminent part in the development of the Colony. "He was, moreover, foremost in assisting to combat the outbreak of plague in 1896. He welded the Hongkong police force—a composite body of European, Sikh and Chinese units—into a very efficient armed constabulary. He rendered most valuable service in connection with acquisition of the New Territories for the Colony in 1898. He was of the greatest help to Sir Matthew Nathan in carrying through the project of the Kowloon Canton railway, and to Sir Frederick Lugard in establishing and organising the Hongkong University. He was an indefatigable both as Colonial Secretary and as Governor of the Colony, now justly prides itself, notably the Praya reclamation, the water supply reservoirs, road construction and the development of the Peak residential district. During the Chinese revolution and the recent war his firm hand and the confidence which his presence inspired in all classes of colonists kept law and order undisturbed and made Hongkong a source of strength and of assistance to the British Empire. His career will be an inspiration to British administrators in the Far East and his memory will always be cherished with affectionate admiration by the Colony where all the active years of his manifold work were spent, and to which the whole of his exceptional powers of mind and body were devoted without stint and with unequalled insight into the needs and aspirations of every section of the community."

SHIPPING NEWS

ARRIVALS

April 17th

Agamemnon, British str., 4,161 tons, Capt. W. J. Elliott, from Liverpool, with a general cargo.—B. & S.

Dogstoun, American str., 1,810 tons, Capt. H. S. Bauer, from Singapore, with a general cargo.—Pacific Mail S.S. Co.

Heward, Norwegian str., 1,217 tons, Capt. C. F. Spittler, from Saigon, with rice.—Wo Fat Shing.

Kutani, British str., 3,043 tons, Capt. V. M. Liddell, from Calcutta, with a general cargo.—M. & Co.

Tama Maru, Japanese str., 1,280 tons, Capt. S. Morimoto, from Bangkok, with a general cargo.—Kwang Nguan Seng.

April 18th.

Bay State, American str., 8,341 tons, Capt. T. P. Quinn, from Manila, with a general cargo.—Admiral Line.

Heilung, British str., 1,287 tons, Capt. W. C. Passmore, from Foochow, with a general cargo.—D.L. & Co.

Hikok, Norwegian str., 1,385 tons, Capt. H. Bull, from Saigon, with rice.—Thorn & Co.

Hua Hwah, Chinese str., 1,335 tons, Capt. A. P. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tientsin, with a general cargo.—Wai Hong.

Lorestan, British str., 1,406 tons, Capt. T. A. Taylor, from Canton, with a general cargo.—H. H. Nemat.

Nikko Maru, Japanese str., 5,036 tons, Capt. S. Takano, from Yokohama and Way ports, with a general cargo.—Order.

Sushu Maru, Japanese str., 1,006 tons, Capt. K. Fukui, from Canton, with a general cargo.—O.S.K.

CLEARANCES

April 18th.

Agamemnon, for Shanghai.

Anker, for K. C. Wan.

Cheng, for Haiphong.

Chengsheng, for Tientsin.

Dryad, for Saigon.

Dunduth, for Hanoi.

Heilung, for Swatow.

Haiman, for Hanoi.

Hara Maru, for Canton.

Huaan, for Shanghai.

Kutani, for Swatow.

Kwongsheng, for Canton.

Mathura, for Hanoi.

Nikko Maru, for Manila.

Peking, for Saigon.

Tachung, for Tientsin.

Tijuan, for Hanoi.

Vietnam, for Manila.

PASSENGERS

Per *S.S. Heilung*, on April 18th:—Mr. Park, Capt. Matheson, Dr. and Mrs. Taylor, Mr. Koster, Rev. Mr. H. Featherstone and Mr. Falcous.

Per *China Mail S.S. China*:—Mrs. C. Berry, Mr. J. Hughes, Mr. J. Ellis, Mr. and Mrs. J. G. Miss F. Gregory, Mr. W. T. Griffith, Miss A. Johnson, Mr. and Mrs. R. S. Norman, Mr. F. W. Sandt, Mr. C. E. van Driel, Mr. B. Y. Walter.

SHIPPING MOVEMENTS

The *Pacific Mail S.S. Golden State* sailed from Yokohama April 10th, left Shanghai on the 16th, and will leave Manila on the 22nd, arriving at Hongkong on the 21st.

The *T.K.K. S.S. Tama Maru* arrived at Yokohama on the 15th inst. and sailed on the 17th inst. for Honolulu and San Francisco.

The *Blue Funnel steamer Helios*, outward bound passed through the Suez Canal on April 16th. The *Agamemnon* arrived at London April 10th.

VESSELS EXPECTED

Blossom Heath, Kerr S.S. Co. (Shewan, Tomes & Co., Agents), due April 20th.

Dunera (P. & O.), due April 20th, 8 a.m.

Dongola (P. & O.), due April 20th.

Lycaon (Blue Funnel line), due April 16th.

Mishima Maru (N.Y.K.), due May 10th.

Nerbudda (B.I.), due April 19th.

Shantung, due April 19th.

Tenyo Maru (T.K.K.), due April 27th.

Yoshino Maru (N.Y.K.), due April 27th.

SHIPPING NOTES

The P. & O. *S.S. Somali* and *Syria* have been converted into permanent transports for the Indian Army.

The former German liner *Leviathan*, the largest ship afloat after deteriorating in the Hudson River ever since she was placed out of commission as a troopship, is to be reconstructed at a cost of \$1,600,000. Among other innovations will be a wireless telephone instrument in every first-class cabin. By this through the ship's central system connected with the radio apparatus, passengers will be able to communicate with friends ashore. The *Leviathan* will, it is expected, be put in the Transatlantic service next summer.

CANADIAN PACIFIC SILK TRAIN SERVICE

The Canton silk, which went forward from Hongkong by the *Empress of Asia* on the 23rd March, was delivered in New York in record time on the 14th April. The actual time in transit from Hongkong to New York amounted to 21 days and 12 hours, and the time which elapsed between the departure from Yokohama and the arrival in New York was only 12 days and 12 hours.

WEATHER REPORT.

April 18th, at 12.13.—Pressure has increased moderately over S.W. Japan and decreased slightly at Weihaiwei. Changes elsewhere are small since yesterday.

A feeble anticyclone is central over S.W. Japan and a depression lies to the east of Tokyo.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 18th inst., 0.00 inch. Total since January 1st, 11.80 inches, against an average of 8.98 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast:—N.E. winds, moderate; fair.

Hongkong to Gap Rock {The same as No. 1.

Formosa Channel {The same as No. 1.

South coast of China between Hongkong and Lamocke {The same as No. 1.

South coast of China between Hongkong and Hainan {The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 18th.

	Previous Day	On Date	On Date
	at 3 p.m.	at 5 a.m.	at 3 p.m.
Barometer	29.97	29.95	29.95
Temperature	77	68	74
Humidity	27	49	86
Wind Direction	E	E	E
Force	4	3	3
Weather	h	c	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 17th ... 78

Lowest open-air Temperature on 18th ... 69

HONGKONG TIDE TABLE

From 19th to 25th April 1933.

Days of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	19	h. m.	ft. in.	h. m.	ft. in.
		6 50	5 8	10 40	2 0
Thur.	20	6 15	4 4	9 48	1 9
		6 25	5 5	11 46	1 9
Fri.	21	6 54	4 7	11 40	3 8
		6 34	5 5	0 29	1 8
Sat.	22	7 20	4 9	0 36	2 4
		6 25	5 5	1 4	1 8
Sun.	23	7 38	5 5	1 21	1 8
		7 38	5 5	1 35	1 8
Mon.	24	7 48	5 5	2 0	1 4
		8 13	5 8	2 5	1 8
Tues.	25	8 27	5 8	2 37	2 0

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May 30th at noon

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HONGKONG to AMOY, May

HONGKONG to SINGAPORE and JAVA PORTS, May 9th

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IYO MARU ... Monday, 19th June, at 11 a.m.

MARSEILLES, LONDON & ANTWERP ... Singapore, &c.

KASHIMA MARU ... Friday, 28th Apr., at 11 a.m.

HARONE MARU ... Friday, 19th May, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM.

TOTTORI MARU ... First half of May.

GIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Sunday, 23rd April.

YDNEY & MELBOURNE via ... Sunday, 19th May, at 11 a.m.

NIKKO MARU ... Tuesday, 18th May, at 11 a.m.

AKI MARU ... Friday, 5th May.

NEW YORK via PANAMA.

LISBON MARU ... Friday, 5th May.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via OAI

KAWACHI MARU ... Beginning of June

SOMRAY via Singapore, Penang and Colombo.

YAMAGATA MARU ... Monday, 24th April.

CALCUTTA via Rangoon.

AKITA MARU ... Sunday, 23rd April.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 19th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUYE MARU (calling Moji) ... Sunday, 23rd April.

YOSHINO MARU ... Friday, 28th April, at 11 a.m.

For further information apply to—

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for NEW YORK & BOSTON via Suez

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S.S. "PERSIA" ... sailing on or about 27th April.

S.S. "TRIESTE" ... sailing early in May.

FOR BRINDISI, VENICE & TRIESTE

S.S. "PERSIA" ... sailing on or about 9th May.

S.S. "TRIESTE" ... sailing end of May.

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"West Prospect" ... Leave Hongkong 13th June.

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TJITAROEM	JAVA	in port	19th April	BILLITON
TJIMANOEK	JAVA	21st April	23rd April	SHANGHAI
TJILIWONG	JAPAN & AMOY	20th April	1st May	SOERABAJA via BALIK- PAPAN & MACASSAR

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"OLDEK"	AMSTERDAM, ROTTERDAM & HAMBURG	20th July
"ZOSMA"	ROTTERDAM, AMSTERDAM & HAMBURG	20th Aug.

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GERMAN REPARATIONS IN KIND.

ADVERSE EFFECT ON BRITISH
INDUSTRY.

The *Bulletin* of the British Engineers' Association publishes the text of a letter addressed by Mr. D. A. Bremner, Director of the Association, to the Prime Minister on the suggestion that part payment in kind of German reparations might take the form of the supply by Germany of the machinery, etc., for a number of large electric generating stations and for the electrification of British railways. The letter contains a strong and considered protest against such a course, and expresses the hope that a decision in so grave a matter to the organizations interested will not be taken without consultation with representatives of the engineering industry.

It is pointed out that the engineering trades are amongst the most highly technical and skilled industries, and that whereas the economic importance of the "quality" of industry has hitherto received little recognition in this country, Germany's trade policy has shown a keen appreciation of the superior economic value of industries producing a high value per man-hour. As "engineering" is the basic industry supporting the entire material structure of mechanical civilization, the preservation of our own engineering industry is declared to be a vital necessity. It is, moreover, rapidly progressive, and for this of all countries to fall behind in the race "would be disastrous."

The letter continues:—
"To allow even one important section of it, as for example, heavy electrical engineering, to be starved of the most advanced and costly class of work and consequently to decline into a state of inaction would be to tempt Fate. In neither peace nor war could we succeed without it, and by no means whatever could it be suddenly roused again into efficient action when the supreme necessity arose."

"The construction of our own electric power stations and the electrification of our own railways would have an incalculable effect on the vigour and efficiency of the engineering trades in general, and the electrical engineering trade in particular, thereby substantially increasing our chance of securing the export trade without which we could not survive. On the other hand, the prodigious gift of that war to Germany would similarly advantage her and enhance her engineering prestige at the expense of our own. Moreover, it would strengthen Germany's position in our home market."

Incidentally, it may be pointed out that it is incorrect to say that the machinery and plant supplied by Germany would cost us nothing. They would cost us the corresponding proportion of the gold mark indemnity due to this country under the treaty and included in the national balance-sheet."

THE COTTON INDUSTRY PROGRAMME OF THE NEXT INTERNATIONAL CONGRESS

The provisional programme of the eleventh International Cotton Congress now being issued by A. S. Pearce, general secretary of the International Federation of Master Cotton Spinners and Manufacturers' Associations.

The congress is to be held on July 14th and the two succeeding days in Stockholm, and in view of the general depression in industry and trade the probable shortage of long staples cotton in the near future and the widespread disturbance in finance of the discussions promise to be of exceptional interest and importance.

Each of the countries' representatives expected to give contributions consist of the following subjects: International credits, with special reference to cotton industry; international courts of arbitration, the conditioning of raw cotton, the effect on mill production of the 8-hour working week, cotton supply and its distribution and consumption, and cotton-growing.

It is hoped that in dealing with international courts of arbitration delegates will explain the means to be taken to make a decision of such courts binding the laws of their respective countries; and that representatives of those countries in which cotton is grown will present statements upon operations during the last few years.

Early last year a mission from the Federation made a comprehensive survey, with the ready assistance of a Brazilian Government, of the prospects of cotton-growing on a large scale in Brazil, and Mr. Pearce's report on this mission is to be in the hands of the affiliated associations in time to enable them to prepare any papers on it which they may wish to give at the congress.

The president of the congress to be held will be A. B. Håkansson (Sweden), and the chairman of the various sessions will include John de Hemptinne (Belgium), Mr. Henri Manuel (France), and P. A. Hargreaves (England). At the opening sitting, at which international credits will be discussed, an address will be given by the Swedish Foreign Minister; and John Sjö, president of the International Cotton Federation will describe the activities of the Federation since the Zurich Congress in June, 1920.

PAYMENTS FROM GERMANY.

Sir R. Horne (Chancellor of the Exchequer), in a written reply to a question by Mr. A. T. Davies, M.P., during February, stated that the actual amount received by the Treasury up to the 31st ult. under the Treaty of Versailles was £40,047,615. The total value of the payments and deliveries received by the British Empire was, however, insufficient to cover the cost of the British Army of Occupation, which forms a prior charge outside the payment of reparations, and accordingly nothing had "so far" been received on account of reparations.

NOTICES TO CONSIGNEES

COLUMBIA PACIFIC SHIPPING CO.

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THE Steamship

"VINITA"
(Operated for a/c of U.S. Shipping Board.)
Having arrived from above ports, CONSIGNEES are requested to present their Bills of Lading in exchange for Delivery Orders and take immediate delivery from the cargo not taken before 13th April, 1932. The cargo will be landed into the Godowns and/or Wharf and Godown Co., Ltd. at consigned place, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined at the Godowns on Tuesday 18th April at 10 a.m.

No claims will be admitted after the goods have left the Steamer or Godown, and all goods remaining undelivered after Wednesday 19th April 1932 will be subject to rent and any additional Coolie hire incurred.

All claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized. In fire insurance whatever will be effected. ARTHOLD BROTHERS & CO., LTD., Agents.
Hongkong, 13th April, 1932. [845]

TS BEN LINE STEAMERS, LTD.

FOR ANTWERP, HULL, LONDON & STRAITS.

The Steamship "BENNYNEX"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk to the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th inst., will be subject to rent and any additional Coolie hire incurred.

All claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized. In fire insurance whatever will be effected. GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 13th April, 1932. [847]

S.S. "FORTHOS"

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE

LES, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 21st inst., at which time, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on FRIDAY, the 21st inst., at 10 a.m.

No Fire Insurance will be effected by us in any case whatever. A. JOHARD, Acting Agent.
Hongkong, April 15th, 1932. [849]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG & SINGAPORE

THE Steamship

"KUTSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, 17th April, 1932. [847]

SCOTTISH INDEPENDENCE.

"CINDERELLA OF THE NATIONS."

A demand for the independence of Scotland was put forward by Mr. Angus Clark, who presided at the meeting of the London branch of the Scottish National League held at Essex Hall, Essex Street, Strand, on February 25th. The present position of subordination to England was, Mr. Clark said, entirely detrimental to the best interests of Scotland. Scotland as a nation had suffered from the pathetic and absurd delusion that they were ruling the British Empire, the true fact being that the Scottish people were the only people in Europe that did not rule themselves. It was true that Scots held responsible positions in the world, inside the Empire and out of it, but he would ask in what respect benefit had accrued from their position? In spite of the high positions held by a few supermen, from an international standpoint Scotland had no existence except as the largest county in England. Scotland's position to-day was that of Cinderella of the nations.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI	HAIPHONG	HOIHOW	"CHOYBANG"	Wednesday, 19th April, Noon.
SHANGHAI & KOREA	"LOKSANG"	Thursday, 20th April, 10 a.m.		
SHANGHAI via SWATOW	"KUTSANG"	Friday, 21st April, daylight		
MANILA	"WONGSANG"	Friday, 21st April, Noon		
STRAITS & CALCUTTA	"YUENSANG"	Friday, 21st April, 3 p.m.		
SANDAKAN	"FOOSHING"	Friday, 21st April, 3 p.m.		
TIENTSIN	"HINSANG"	Friday, 21st April, 3 p.m.		
BANGKOK via SWATOW	"CHIPSANG"	Saturday, 22nd April, Noon		
STRAITS & CALCUTTA	"MINGSANG"	Thursday, 27th April, Noon		
	"KUMSANG"	Monday, 2nd May, 10 a.m.		
		8th May, 3 p.m.		

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GLEN SHIRE

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENHARRY"	27th April	
S.S. "GLENIFFER"	9th May	
S.S. "PEMBROKESHIRE"	23rd May	

HOMWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENOGLE"	9th May	GENOA, LONDON, ANTWERP & HAMBURG.
M.V. "GLENAR"	15th May	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNATIONSHIRE"	15th June	LONDON, HULL, ROTTERDAM & HAMBURG.

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AND

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Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any TUESDAYS & FRIDAYS between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April will be subject to rent and any additional charges for coolie hire incurred.

All claims against the Steamer must be presented to the Underwriter on or before the 8th May, or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the Godown, which will entail delay in the return of subsequent cargoes.

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RUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1932. [863]

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CABLES.

LATEST CABLES.

[REUTERS' AGENCY.]

SIR CHARLES ADDIS ON CHINA.

GRAVITY OF POLITICAL SITUATION EXAGGERATED.

LONDON, April 17th.

Sir Charles Addis, in a statement supplied to Reuters' Agency, declares that the gravity of the political situation in China is exaggerated. There is no ground for quarrel between the North and South, and the political changes at Peking, are mainly Cabinet changes, not implying any alteration in the method of Government. China has always emerged from such vicissitudes as a homogenous nation, and doubtless will do so again. The only obstacle to union is the Military Government, who usurp the Government and divert the revenue, and otherwise oppress the people; but there are signs that the people are growing restive and combining against military despotism. If a fiscal boycott is established the reign of these depots will be short-lived.

Meanwhile foreign trade is not so affected as might be supposed as it is pointed out that exports and imports for the year 1938 constituted a record, while the yield from Customs Revenue, and the Salt and Gabelle was greater than ever. Even the railways showed a surplus. When a Central Government is established the possibilities are infinite. Chinese Statesmen recognised the advantages of the Washington Conference, and it was not to be doubted that Japan would loyally fulfil her obligations, for already a better China-Japanese understanding is manifested to the advantage of all round trade prosperity.

SIR CHARLES ADDIS SUMMONED TO GENOA.

Genoa, April 17th.

Sir Charles Addis has been summoned to assist the Currency Finance Committee, whereon Sir Charles Addis and Mr. B. P. Blackett are acting as substitutes for Sir Robert Horne and Sir L. Worthington-Evans.

SIR JOHN JORDAN AND THE OPIUM TRAFFIC.

LONDON, April 17th.

Sir John Jordan, formerly British Minister to China, is leaving for Geneva to-day to represent Great Britain on the Opium Commission of the League of Nations. Interviewed by Reuters, Sir John said the Commission would attempt to determine the world's medical needs of opium, but only the pressure of public opinion would make the nations concerned agree to a limitation. He expressed the opinion that the opium problem depended on the poppy crop. There had never been so thorough and widespread a movement in the world as that whereby the cultivation of the poppy was stopped in China between 1907 and 1917. Unfortunately in 1917, when the crops had been eliminated from China, British manufacturers exported 600,000 ounces of morphine to Japan, and the most of it, undoubtedly found its way into China. That amount had now been reduced, but the American manufacture of morphine had increased. Meanwhile the Central Government of China had weakened and the military governors of the provinces, in order to raise revenue for troops, were taxing peasants on the basis that their crop of opium would yield, thus forcing the peasant to grow opium of which great areas were now harvesting. Our attitude toward China should be one of sympathy and co-operation. Public opinion in China was depressed rather than hopeful, therefore it was important that Western public opinion and a more hopeful idealistic influence in China should be stimulated with a view to reducing the devastating influence of opium in the world.

LATEST CABLES.

A POLITICAL BOMBHELL. RUSSO-GERMAN TREATY CAUSES CRITICAL SITUATION.

LONDON, April 17th.

An acutely critical situation has suddenly arisen at Genoa, as a result of the signature of the Russo-German treaty by M. Chicherin and M. Rathenau, which has had the effect of a bombshell both at Genoa and the Allied Capitals. The withdrawal of the French Delegation is one of the numerous possibilities arising therefrom. It is not thought, however, that the incident will result in the break-up of the Conference.

It is pointed out that Russia primarily wants money, which Germany cannot supply, and so it is expected that Moscow's back will not be stiffened unbendingly towards the Allies' demands, by a diplomatic triumph, involving full recognition of the Soviet by Germany, and the virtual re-establishment of pre-war relations, with the reciprocal appointment of Ambassadors and Consuls.

The possibility of the Treaty developing into a Russo-German alliance has not been overlooked.

BRITISH NEWSPAPER OPINIONS. While the *Chronicle* finds little intrinsic fault with the terms of the Treaty, most of the morning papers are considerably perturbed, the *Times* and the *Post* urge the necessity for a complete Franco-British understanding, to meet with defiance the danger involved.

EARLIER CABLES.

A RUSSO-GERMAN TREATY

Genoa, April 17th.

A Russo-German Treaty has been signed, re-establishing diplomatic relations and mutually cancelling claims for indemnities during the war and since.

GENOA CONFERENCE CIRCLES ASTOUNDED.

LATER.

The announcement of the signing of the Russo-German treaty was completely unexpected and astounded conference circles. The Germans, however, declare that no special significance attaches to the fact that it was signed at Genoa.

The German communique making the announcement says that claims for damages based upon the Soviet's socialisations are also annulled, with the reservation that Russia does not grant socialisations affecting the subjects of other States. The signatories agree to grant each other economic reciprocity in regard to the most-favoured-nation treatment.

The communique emphasises that the treaty in no way affects relations with other countries, and in no way detracts from the signatories' interest in the general aims of the Genoa conference.

BRITISH DELEGATION UNFAVOURABLE

Genoa, April 17th.

The German delegation is taking pains to emphasise that the Russo-German Agreement is merely the culmination of several months' negotiations; indeed, it had long been foreseen by Britain. Nevertheless, the conclusion of the Treaty at the present juncture is regarded most unfavourably by the British delegation, which has been endeavouring to hasten a general agreement in order to prevent the division of Europe into two camps.

Mr. Lloyd George informed the German emissary bringing the Treaty that he took a grave view of the German action in thus going behind the backs of the Powers. The Germans' position vis-à-vis the Allies has therefore become worse, but the situation as regards Russia is not affected. Presumably the negotiations with the Soviet will be continued.

FRENCH LEADER ON RUSSO-GERMAN DUPLICITY.

Paris, April 18th.

It is reported from Genoa that indignation was general when news of the signing of the Russo-German Treaty was announced to the meeting of Allied delegates. M. Barthou, formerly criticised the "duplicité" of the Russian and German delegations, saying that on the brink of the conference they had repeated the Brest-Litovsk trick, and declared that henceforth he would not sit at the same official meeting with the Russians. He thought it essential to ask Paris for instructions.

A committee of jurists will examine the Treaty to-day in relation to the Treaty of Versailles, after which the delegates of the Allies, including the Little Entente, will meet to take suitable decisions.

LATEST CABLES.

NORTHCLIFFE INDICTS JAPAN. WAR PARTY INDIFFERENT TO TREATIES.

LONDON, April 17th.

An article appears in the *Daily Mail* headed, "Watch Japan," in which Lord Northcliffe discusses the danger which he asserts threatens the world generally, and the British Empire particularly, from the Japanese military party. He directs attention to the size of Japan's army and her growing naval superiority in Chinese waters.

He suggests that the Japanese have not relinquished their plan for mastering China, as a result of the Washington Conference, but will merely alter her tactics to suit the new circumstances.

He alleges that the war party is as indifferent in its policy of keeping peace, as many traitors are regarding the infringement of other's trade marks.

EARLIER CABLES.

ARMY FOOTBALL FINAL. WILTSHIRES WIN CUP.

LONDON, April 17th.

At Aldershot, in the final of the Army Cup Competition, the 1st Wiltshires beat the 2nd Welsh Fusiliers by 3 goals to 1. Their Majesties the King and Queen, Princess Mary and Viscount Lascelles were present. It was a fast game, and the Wiltshires deserved their win, chiefly owing to their surprisingly good form in the second half. The half-time score was one each. Her Majesty the Queen presented the cup and medals.

LATEST LEAGUE RESULTS.

The following are the latest League results:—

1st Division.—Liverpool, 3; Burnley, 1; Oldham, 0; Tottenham Hotspur, 1; Aston Villa, 1; Chelsea, 4.

2nd Division.—Nottingham Forest, 1; Barnsley, 1; Stoke, 1; Blackpool, 1; Clapton Orient, 0; West Ham, 0.

ARMY INTERNATIONAL RUGBY.

The Army Rugby international match played at Paris, resulted in the British Army defeating the French Army by 10 points to 6. The British were generally superior and dominated the game twenty minutes from the end, vigorous efforts by the French players were only stemmed with difficulty.

ANOTHER AEROPLANE DISASTER.

LOSS OF LIFE IN AMERICA.

WASHINGTON, April 17th.

Two aeroplanes participating in the practice at Quantico became lost in each other's wings and crashed, killing two officers and a marine.

PORTUGUESE SEAPLANE.

St. Vincent, April 17th.

The Portuguese trans-Atlantic plane has departed.

CORTA PRADO, Apr. 18th.

The Portuguese seaplane has arrived here.

[The seaplane started on the 10th ult. from Lisbon for Rio de Janeiro via the Canaries, St. Vincent, and Fernando Noronha.]

INDIAN AGITATOR ARRESTED.

Simsa, April 18th.

Hazrat Mothani, who heads a movement for separation from the Empire at the Moslem Congress, has been arrested at Cawnpore and charged with sedition.

TORNADO CAUSES FATALITIES.

CENTRALIA (Ill.), April 18th.

A violent tornado resulted in seven persons being killed and 35 injured.

PRINCE'S RETURN TO ENGLAND.

It has been definitely arranged, says the *Daily News* of March 9th, that the Prince of Wales shall arrive in this country on Tuesday, June 20th. This is at least four days earlier than the date originally selected, but the change has been made in order that he may be back in time for the celebration of his 23rd birthday on June 23rd. In order to render this earlier return possible, the homeward voyage of the *Renown* is to be speeded up, and the visit that the Prince proposed to pay to Gibraltar will now be considerably curtailed, or it may be decided to abandon it entirely. Almost immediately after his return he will begin a holiday, and the year is likely to be well advanced before he undertakes any public engagements.

THE BARBERS' TROUBLE. THE CASE FOR THE DEFENCE.

This case in which a Chinese master barber charged three barbers with threatening to do an illegal act came up for further hearing at the Magistrate's Court yesterday afternoon, before Mr. J. R. Wood.

At the previous hearing the case for the prosecution was stated by Mr. T. H. King, Deputy Superintendent of Police. It was stated that as the result of a recent agreement between the masters and employees, it was agreed that all barbers' shops should be closed at 6 p.m. each day. On the 8th inst. it was alleged that the defendants entered the complainant's shop after closing hours and found the complainant still working. While the defendants were in the shop a party of 10 men entered and assaulted the complainant and his wife. The complainant and one of the three defendants were badly injured.

In opening the defence yesterday, Mr. Vaux said that the agreement between the barbers and employees was arrived at after a properly convened meeting, and was signed by nine delegates of the employees and four delegates of the masters. The complainant had said that the agreement did not bind him, but when holiday was proclaimed for April 6th he celebrated the satisfactory settlement of the complaint and his staff closed down for the day. This was evidence that the defendant knew of the agreement and he was satisfied with it.

In the settlement was arrived at, the barbers' Guild appointed inspectors to see that the regulations were carried out. These inspectors were appointed to districts other than those they lived in, and was to my employees from Hongkong. The Magistrate: Is all this relevant to the case?

Mr. Vaux: Yes it is. We claim that two inspectors (defendants) visited the complainant's shop. The complainant's 10 men rushed his shop. The two inspectors only wished to point out that the complainant was not complying with the terms of the agreement.

The Magistrate: I am only concerned with the threat.

Continuing, Mr. Vaux said, that after the two inspectors had spoken to the complainant and told him about keeping open after 6 p.m. it was a question of whether the two defendants entered the shop which they were legally entitled to do, and while there they were assaulted. They did not commence the assault.

The first defendant giving evidence said that when he went to complainant's shop to see if there was anyone working after hours, he found two or three joks working. His companion and he, himself, spoke to the complainant and said, "You must finish work after finishing this shop." The joks assented, but the complainant said: "I don't know you; you had better go away." Later the complainant said: "You had better go away quickly or I will strike you." The complainant urged the joks to carry out this threat. Then one of the joks picked up a stool and rendered witness unconscious.

Cross-examined by Mr. King, the defendant admitted in a roundabout way that he refused to leave the premises after the master had ordered him to go.

Further corroborative evidence was taken at great length.

"A SUPERIOR ENGINE."

A MANILA INVENTION.

The Manila Times says:—

C. J. H. Penning, the local engineer in charge of the interests of the Honolulu Iron Works Company, will embark on the *Golden State* April 22nd for London to interest large motor manufacturing firms in an internal combustion engine of small type which he has invented and patented. The new engine, patented by the local inventor, is said to possess many advantageous qualities, one feature of it being a cylinder in which two pistons operate at the same time, burned gases being automatically discharged when one of the pistons uncovers a port or opening at the end of its stroke while the other piston of the same cylinder admits a new charge of fuel immediately, after the discharge of burned gases. The discharge of burned gas is said to approach perfection without complicated use of gears ordinarily applied for the purpose.

Beside possessing superiority in the way of accessibility of the cylinder for repairs, the simplicity of construction and compact nature of the engine offer exceptional advantages in the manufacturing process. This feature is looked to as one of its best points with prospective London makers. The two-cycle two-cylinder motor which Mr. Penning has completed is supposed to offer the same advantages of a four-cycle four-cylinder motor, since the explosion occurs twice as often in a given cylinder of his engine as with a four-cycle engine. The simplicity of construction, the compactness of the engine make it especially suited for tractor application; while the inventor also hopes to make it a serviceable motor for aviation.

LONDON LETTER. THE PROBLEM OF BRITAIN'S SURPLUS POPULATION.

PASSENGER FARES TO THE EAST.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 16th.

MR. MONTAGU'S INDISCRETION.

Having published the now famous message from the Indian Government, Mr. Montagu had forthwith to hand in his resignation as Secretary of State for India. To say that the publication of the document created surprise is to put it very mildly indeed. The statement has become both a political and a public scandal. It was not only a surprise to the House of Commons and by responsible publicists outside that in the long history of Parliamentary Government there has never been such a blaring indiscretion. As you know by the cable report, the purpose of this pronouncement was (1) the evacuation of Constantinople; (2) the recognition of the suzerainty of the Sultan of Turkey over the Holy Places; (3) the restoration of Turkey of Smyrna and Thrace, including Adriaople. Everybody has asked as regards the publication of the message, "Why did he do it?" To make the position worse, publication was timed to take place on the eve of the Paris Conference at which Great Britain, France, and Italy were to take into consideration the whole situation in the Near East; and Mr. Montagu's action seemed designed to cut the ground from under our feet.

AGAINST THE PRIME MINISTER.

It has been said with perfect truth that Mr. Montagu is pro-Turk—he always has been—and anti-Greek, while the Prime Minister is pro-Greek, and that the opportunity presented by Lord Reading's dispatch to torpedo the Premier's policy in backing the Greeks in Asia Minor. There was no doubt that the act was deliberate. In a speech delivered at Cambridge a few days after publication Mr. Montagu, dealing with this point, blandly asked what would have been the use of deferring publication till after the Paris Conference. Evidently he desired to prevent a square deal over the Conference table. It is a somewhat round-about way to try to placate Indian agitators (whose activities are largely due to the misdeeds of the Sultan of Turkey and all his works as in the brave days of yore. The plan of rushing the Cabinet in this direction miscarried completely, though the mischief that has been done will doubtless take a long time to repair. The opinion of the plain Briton, who has been gravely anxious about Indian unrest for a long time past, was well demonstrated by the *News* that Mr. Montagu's resignation was made the announcement that Mr. Montagu had resigned.

OVER-POPULATION.

Since Lord Northcliffe went round the world, calling at Japan and China on the way, his newspapers have been emphasising the desirability of emigration, especially to Australia. This is a subject which his Lordship has discovered is of prime importance. It is being discussed as a cure for unemployment in this country and as a prospective boon to the unoccupied bush territories under the Southern Cross. But the emigration question is not such a simple matter as the passing traveller might suppose. The opinion of Australia is something that counts. The suitability of the settlers proposing to go out on their own account or as a result of gentle persuasion is also an important factor. Yet it is evident that although the problem is only tentatively discussed here to-day it will have to be tackled in real earnest to-morrow or the day after.

OVER A THOUSAND A DAY.

Mr. Harold Cox, who revels in figures and has something of Gladstone's gift of making them interesting, has been pointing out that the population of this little island is increasing at the rate of over a thousand a day. In the 20 years between 1891 and 1911 the increase in England and Wales was over 7,000,000—a total which falls little short of the whole population of the country a hundred years ago. During the war period there was a decline, due to the absence of potential fathers from foreign military service, losses among fighting men, and the epidemic of influenza in 1918. But, leaving out of account this temporary check, the position is that the increase tends to develop too rapidly. In the last century an immense urban population grew up on the sale of British manufactured goods in overseas markets. These markets are, however, more restricted than they were. Our special advantage in the way of cheap coal is declining; other countries are imitating our technical skill in manufactures; and so as time goes on it will be increasingly difficult to maintain our present population on the existing level of comfort.

THE OVERSEAS STANDPOINT.

The Labour Party in Australia opposes immigration mainly because they find their towns already congested. The Census of 1921 showed that out of a total population of 5,437,000 no less than 2,338,000 were concentrated in the five chief cities of the Commonwealth. It is argued that new arrivals would not stay on the land, but would crowd into the over-crowded towns, which is the last thing to be desired. Canada and New Zealand offer a welcome to settlers, but few are willing to spend the best years of their lives at the heart-breaking job of converting virgin forest or arid prairie into fruitful farms. Moreover, the men bred on the pavements of Bournemouth, or Birmingham, or Bradford have neither the sinew nor the temperament to try to transform the waste places of the earth and make them productive. It is a great question, truly, and as I have said,

it is bound to occupy a large space on the political and economic horizon of the near future. But at the moment, although it is being discussed, there is no scheme for dealing with our surplus population; there is only the concrete fact that our people are continuing to increase at the rate of a thousand a day.

THE COURT SEASON.

Their Majesties have a busy season before them if present arrangements are carried out. The Court is going to Windsor for several weeks, and on returning the King will resume his series of weekly dinner parties at St. James's Palace which have been a notable feature in the last few years. While the Court is at Windsor, the King will probably be absent in London, but their Majesties will again visit Windsor for "Ascot Week," when they will entertain largely, and Princess Mary and Viscount Lascelles will be their principal guests. The London "Season" will be about at its height after Ascot, at which date it is expected that the Prince of Wales will have come home from the Far East. It is expected that the appearances of the King at race meetings this year will be fairly frequent, although he is not going, as usual, to Knowsley Hall to witness the races for the Grand National. The King, however, is to be present at the Derby and the Oaks, and it is a matter of interest in sporting circles that Lord Lascelles has entered his colt "Montecarlo" for the former classic event. At other points of general interest in connection with Royalty is the departure to be made from last year by the omission of evening Courts, as the King has come to the conclusion that these are too expensive in the present state of public and private expenditure.

PUBLIC SCHOOL LISTS.

Since writing recently on the subject of public school education and the heavy drain that is being made on the pockets of parents through the advance in fees and other charges, I hear that several of the leading schools are taking a strong line. They are applying to parents who have entered their boys for admission to pay the fees several years in advance. The object is to get an appreciable amount of capital in hand for the time being, and more particularly to discover how many boys are certain to enter the sacred portals in, say, 1924 or 1925. Many parents have then one big school with the idea of selecting the most desirable later on, and to ensure a place. It was not quite playing the game, perhaps, but it was a plan suggested to many minds when the great boom in public school advance bookings prevailed. The clever ones now have to show their hand.

FARES TO THE EAST.

I am informed that a reduction in passenger fares to the Far East may be looked for in the near future among shipowners in the past week or two in the neighbourhood of the Suez Canal. The fact that the time has come for a drop in fares is bare justice to the public. The fact has been emphasised by a falling off in traffic on some lines. Two reductions have taken place in wages, stores are costing less on board, and coal charges are also down. It is true that port dues are still at a high level, and repairs are expensive to undertake, but in spite of these trials and troubles to shipping managers, something will have to be done to meet the ocean passenger in the matter of fares. It is a step that has been long overdue.

LABOUR'S TROUBLE AGAIN.

We are now fairly launched on the big dispute in the engineering and allied trades, the point at issue being, on the employers' side, the question of unqualified control of their business; and on the side of the men, a demand for "trade union rights," and against an undue decrease of wages, increase of working hours, etc. It is a Labour dispute pure and simple, but it is being used by the Communists as a means to further their own ends. Whenever there is trouble in the industrial sphere they are well to the front with axes to grind. But, fortunately for honest folk in this country, with a free Press and a healthy taste for fair fighting in the open, the Communists, who love underground methods, generally find themselves hopelessly discredited at the outset. The publication in the newspapers of "secret instructions" issued to the dupes and agents of the plotters in engineering workshops throughout the country disclosed the fact that they are urging the workers "to concentrate on mass action, to broaden the basis of revolt against the employers' demands," etc., and hasten the "Revolution." But the British working-man knows what this sort of balderdash means, having seen its results in Russia. The engineering dispute may be long or short in duration, but it will not be a short cut to Communism.—E.B.

NEWSPAPER POSTERS IN POLITICAL ELECTIONS.

POSTERS SUPPORTING CANDIDATE NOT LEGAL.

The *Daily Mirror* Company has been fined £100 and an employee of the circulation department £20 in the High Court for violation of the Representation of the People Act. The paper, placarded the East-End Constituency at the recent bye-election with contents which supporting Rear-Admiral Suter who was elected. The defendants pleaded that their object was merely to increase their circulation and said they spent £70 in billposting. The Prosecution pointed out that if this amount had been added to Admiral Suter's election expenses the latter would exceed the amount allowed under the Act and the election would have been void. Mr. Justice Bowdler said that if a similar case happened again the servants of the Company would probably be imprisoned.

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DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ...	"ANGKOR" ...	15,200 ...	On or about 28th April.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID ...	"AMAZON" ...	11,000 ...	On or about 2nd May.
	"PORTHOS" ...	20,000 ...	On or about 18th May.

COMMERCIAL LINE

HAYRE, DUNKIRK & ANTWERP ... "COM. RAMEL" ... On or about 25th April.

ALSO SERVICE TO BORDEAUX, HAYRE, DUNKIRK & ANTWERP (ON APPLICATION)

For further particulars, etc. apply to—

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD, Acting Agent, Queen's Building, Telephone 740.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of fast, High Class Coast Steamers having good accommodation for first class passengers, Electric Light and Fans in saloons, alcohol and standard engine.

FOR

SWATOW AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ...	Capt. W. C. Patterson ...	Friday, 31st April, at 1 p.m.
HAIOHONG ...	Capt. J. S. Thomson ...	Tuesday, 25th April, at 1 p.m.
HAIOHONG ...	Capt. W. Cooper ...	Friday, 28th April, at 1 p.m.

Arrival and Departures to the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRATES, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (approx)	Destination
"KALYAN"	8,967	26th Apr.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles, & London
"DUNERA"	5,400	3rd May	Singapore, Colombo & Bombay
"PLASSY"	7,346	10th May	Marseilles, London & Antwerp
"DONGOLA"	5,000	24th May	do
"SIOLIA"	5,700	31st May	Singapore, Colombo & Bombay
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"DELTA"	8,100	14th June	do
"SOUDAN"	7,000	1st July	Singapore, Colombo & Bombay
"KASHMIR"	8,000	8th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	15th July	do
		22nd Aug.	do

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,940	30th Apr.	Calcutta via Singapore & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	5,000	5th May	Manila, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	21st Apr., 4 p.m.	Shanghai
"FANDA"	5,936	21st Apr., 4 p.m.	Amoy, Shanghai & Japan
"DONGOLA"	5,000	28th Apr.	Shanghai & Japan
"NEBUDDA"	7,911	23rd Apr.	Amoy, Shanghai & Kobe
"EASTERN"	3,588	5th May	Kobe and Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Line to Singapore to Colombo.

All Cakes are fitted with Electric Fans free of charge.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road Central, HONGKONG

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly Service
service via Singapore and Port Said.

"ALTAI MARU"	Thursday, 26th April	DURBAN
Buenos Aires—Rio de Janeiro, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE	Thursday, 13th May	
"SEATTLE MARU"	Thursday, 13th May	
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE	Sunday, 23rd April	
"HONOLULU MARU"	Monday, 1st May	
DELI & BANGKOK via SAIGON & SINGAPORE	Monday, 1st May	
"BOSHO MARU"	Monday, 1st May	
CALCUTTA A—Fortnightly service via Singapore, Penang & Rangoon.	Monday, 1st May	
"JAYA MARU"	Monday, 1st May	
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via and Return—Taking cargo to OVERLAND POINTS U.S.A. & CANADA	Wednesday, 28th April	
"ARIZONA MARU"	Wednesday, 28th April	
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama & Colon, Port	Monday, 1st May	
"AMUR MARU"	Monday, 1st May	
NEW ORLEANS LINE via SUEZ	Thursday, 4th May	
"JULES MARU"	Thursday, 4th May	
JAPAN PORTS—Kobe & Yokohama via Shanghai	Thursday, 20th April	
"LONDON MARU"	Thursday, 20th April	
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.	Sunday, 23rd April	
"YAKURA MARU"	Sunday, 23rd April	
TARAO via SWATOW & AMOY	Thursday, 20th April	
"BOSHO MARU"	Thursday, 20th April	

Tel. No. 4090.

T. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORKS.S. "CAELIC PRINCE" ... 31st April.
For freight and full particulars apply to—
FURNES (FAR EAST) LIMITED.
(Incorporated in Great Britain)
St. George's Building.
Telephone 3165.
Telegrams: FURPRIN, HONGKONG.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HAIHONG, HOHONG & BANGKOK ...	"CHENAN"	On 18th Apr., 11 a.m.
SHANGHAI ...	"HUNAN"	On 19th Apr., noon.
CHIFOO & NEWCHOW ...	"HANGHONG"	On 19th Apr., noon.
SHANGHAI ...	"HINKIANG"	On 19th Apr., 4 p.m.
AMOI, MANILA, CEBU & ILOILO ...	"CHINHUA"	On 21st Apr., 9 a.m.
SHANGHAI ...	"BOOCHOW"	On 21st Apr., 9 a.m.
SHANGHAI & TSINGTAO ...	"SHANTUNG"	On 22nd Apr., 4 p.m.
PARROT & HAIHONG ...	"TAITUNG"	On 24th Apr., 11 a.m.
SHANGHAI ...	"SZECHUEN"	On 25th Apr., noon.
SWATOW & BANGKOK ...	"DOEN SAMUD"	On 25th Apr., noon.
SWATOW & BANGKOK ...	"KWANGTUNG"	On 25th Apr., noon.
SWATOW, SHANGHAI & TSINGTAO ...	"KANCHOW"	On 26th Apr., noon.
AMOI & SHANGHAI ...	"LIANGHONG"	On 27th Apr., noon.
AMOI, MANILA, CEBU & ILOILO ...	"TAMING"	On 28th Apr., 4 p.m.
SWATOW & SINGAPORE ...	"LINAN"	On 28th Apr., noon.
SWATOW, CANTON & TIENTSIN ...	"HUICHOW"	On 27th Apr., noon.

SHANGHAI LINE—PASSENGER MAILS to SHANGHAI, Hankow, Peking, Tientsin, etc. via Japan and Korea. Regular scheduled service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly). Cargo on through Bills of Lading to all ports in the New China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Hongkong.

HANGKOW LINE—Weekly service to and from Hangkew via Swatow. CARGO & PASSENGER can be insured AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.), Agents.

TELEPHONE 36.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE JAPAN SEA, JAPAN & HONOLULU.

STEAMER	TONNAGE	LEAVE HONGKONG	ARRIVE HONOLULU
"BIBERIA MARU"	14,000	May 16th	May 24th
"TENTO MARU"	14,000	May 24th	May 31st
"KOROKA MARU"	14,000	May 31st	May 18th
"SHINYO MARU"	14,000	May 18th	May 26th

Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KIELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMER	TONNAGE	LEAVE HONGKONG	ARRIVE VALPARAISO
"SEIYOMARU"	14,000	May 16th	June 24th
"BAKUTO MARU"	14,000	May 24th	June 31st

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 320.00 First Class throughout.

STEAMER	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
S.S. "GOLDEN STATE"	May 2nd	May 25th
S.S. "EMPIRE STATE"	May 28th	June 18th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

STEAMER	LEAVE MANILA	ARRIVE SAN FRANCISCO
S.S. "CREOLE STATE"	May 25th	June 15th
S.S. "WOLVERINE STATE"	June 22nd	July 18th
S.S. "CREOLE STATE"	July 20th	Aug. 10th
S.S. "WOLVERINE STATE"	Aug. 15th	Sep. 5th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address: "SOLANO." Union Building, Hongkong. Agents at Canton: BEISS & Co.

TAMPA INTER-OCEAN S.S. CO.

MANAGING AGENTS U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

Freight Only—Monthly Sailings

HONGKONG, MANILA, HONOLULU, CALVERTON, NEW ORLEANS, MOBILE, HAVANA, MATANZAS, BALTIMORE, NORFOLK, PHILADELPHIA, NEW YORK, BOSTON.

"WEST IRA"	May 5th
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For full information regarding rates, space, etc., apply to—

Agents PACIFIC MAIL S.S. CO., Union Building, Hongkong. Cable Address: "SOLANO." Agents at Canton: BEISS & Co.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

STEAMER	Sailings	To Sail
CHANGSHA	May 8th	May 18th

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—

BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.), Agents.

SIAMESE STEAMSHIP CO., LD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
	SRI SAMUD	

For further particulars apply to—

Messrs. BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.), Agents.

TELEPHONE 38.

